14:International Bank S-5 (1954)1955 MD1 Syria MD1

ANNEX H
NOTES ON TRANSPORT AND COMMUNICATIONS

1 RAILWAYS

A RAILWAY SYSTEMS

The Northern Railway consists of 248 km. of trackage, 19 aged locomotives and other rolling stock as shown in Table 1.[1] Traffic is rather light, 55 million ton-kilometers in 1953, including goods in transit.

TABLE 1 Rolling Stock of the Northern Railway

Year built	Locomotives		Passenger luggage		Freight wagons			
	Line	Yard	Cars	Vans	Closed	Open	Special	Total
1901–15	13	2	4	4	345	162	96	603
1916–30	—	—	5	1	—	—	—	—
1931–45	4	—	2	—	—	46	—	46
1946–53	—	—	—	5	17	—	—	17
Total	17	2	11	10	362	208	96	666

Under an agreed system, settlements are made by Turkey for carriage of her goods over the Syrian portions of the line and vice versa. With so much of the route in Turkish territory, Syria's heaviest shipments, between the Jezireh and Aleppo, represent comparatively little revenue for the Northern Railway. For example, the tariff for transporting a ton of grain from Kamichliye to Aleppo is £S 24.50, of which about £S 19 accrues to the Turkish railway administration. While this debit is partially offset by reciprocal credits for Syrian transport of Turkish goods, the exchange rates used in the settlement of accounts between the two railways operate to the disadvantage of Syria, causing the Northern Railway a net loss, for

[1] To handle the peak harvest load, for which its rolling stock is insufficient, the Northern Railway has made a practice of hiring 100 extra wagons seasonally from the Iraqi railways. These are further supplemented by an average of some 200 Turkish wagons borrowed at frontier stations for temporary Syrian service.

14:International Bank S-5 (1954) 1955 MD1 Syria MD1

497 instance, of £S 462,000 in net operating income during the year 1953.

The DHP railway network has been operating at a loss for some time. In accordance with agreements between the railway company and the Lebanese and Syrian governments, the latter two must cover such losses equally. In 1952 Syrian payments on this account amounted to £S 500,000 or roughly one piaster per ton-kilometer of freight carried.

The Hedjaz Railway now serves mainly to link Amman, the Jordanian capital, with Damascus and, via the DHP line, with Beirut. The Syrian portion, 140 kilometers long, passes through Dera'a, where there are two short lateral branches on Syrian soil. One of these goes eastward to Basra. The other parallels the border westward and once continued to the coast at Haifa, but now ends near the Israeli frontier, where its bridge was destroyed in 1948.

In 1953 the Syrian portion carried 6,742 pilgrims over 951,000 passenger-kilometers, but other passenger traffic brought the total to 15.218 million passenger-kilometers, two-thirds of which was local internal travel. Freight transport during 1953 amounted to 23.406 million ton-kilometers, of which about 93% was in transit internationally and nearly 80% came over the DHP connection.

While many of the rates on all Syrian railways are below cost, those on the Hedjaz line are exceptionally low. This fact, together with a less-than-optimum volume of traffic, has undoubtedly contributed to the growing operating deficit in postwar years. From March 1945 until the beginning of 1954 the Syrian government had met or assumed obligations of this railway aggregating £S 2 million.[2]

Besides taking steps to bolster passenger revenue, the government has tried to support rail freight since 1953 by prohibiting transport by road of a considerable variety of commodities in transit to and from Jordan.[3]

Taken together, the three Syrian railways provide a network of 852

[2] In addition to paying the operating deficits, the government guaranteed a loan from the Banque de Syrie et du Liban to the Hedjaz Railway for reconstruction of its spacious Ain Building in the center of Damascus.

[3] By agreement with Jordan, truck transport must be permitted for: (1) goods from Syria to a third country via Jordan; (2) goods, except wheat and phosphates, from Jordan to a third country via Syria; (3) Syrian imports via Jordan; (4) perishables from Lebanon to Jordan; (5) perishable imports for Jordan through Lebanese ports; (6) machinery and spares in transit via Lebanon; (7) petroleum products; (8) all imports for Jordan via Syrian ports; (9) supplies for refugees; (10) motor vehicles; (11) Syrian exports to Jordan and vice versa; (12) any freight to or from Jordan via Lebanon for which the railway cannot provide proper service; and (13) any other categories on which the customs of both countries may agree.

14:International Bank S-5 (1954)1955 MD1 Syria MD1

route-kilometers, comprising 545 kilometers of standard-gauge line and 307 kilometers of narrow-gauge. Except for the necessity of reloading where the track gauges change, passage is possible from any part of the system to any other, although not without leaving Syrian territory. The combined Syrian rolling stock on this network at the end of 1953 included 147 locomotives and 2,150 cars of all types, distributed as shown in Table 2.

TABLE 2 Rolling Stock of Syrian Railways, 1953

	Standard-gauge			Narrow-gauge		
	DHP	NR	Total	DHP	Hedjaz	Total
Locomotives	66	19	85	36	26	62
Passenger and luggage cars	58	24	82	84	33	117
Goods wagons	518	607	1,125	343	327	670
Tank wagons	15	58	73	4	23	27
Other wagons	5	43	48	3	5	8

SOURCE: Statistical Abstract of Syria, 1953. For the Northern Railway figures differ slightly from those of Table 1 because of different inventory dates.

B FREIGHT AND PASSENGER TRAFFIC

The volume of freight traffic handled by the three railways declined from 138.56 million ton-kilometers in 1938 to 86.54 million in 1949, but recovered to 130.44 million by 1953. The composition of the cargo transported in recent years is given in Table 3. The importance of agricultural

TABLE 3 Freight Carried by Syrian Railways, 1951–53

	Tons			% of total		
	1951	1952	1953	1951	1952	1953
Cereals and flour	380,406	460,650	462,295	38.6	45.1	45.7
Livestock	63,922	45,054	56,381	6.5	4.4	5.6
Other agricultural produce	48,653	44,254	53,874	4.9	4.3	5.3
Petroleum products	86,082	95,753	110,588	8.7	9.4	10.9
Cement and other building materials	109,224	66,357	83,422	11.1	6.5	8.2
Other	298,228	308,188	245,495	30.2	30.3	24.3
Total	986,515	1,020,256	1,012,055	100.0	100.0	100.0

NOTE: The total tonnage carried is exaggerated to the extent that a portion of the cargo is handled by several railways.

14:International Bank S-5 (1954) 1955 MD1 Syria MD1

commodities is reflected in the seasonal fluctuations of the traffic as shown in Figure 1.

The volume of passenger traffic, after reaching a record low in 1950, has also recovered slightly in recent years, as shown by Table 4. In 1953, however, it was still only a little over one-third of the prewar traffic. All of the losses have been suffered by the DHP system.

TABLE 4 Railway Transport of Passengers

(*Million passenger-kilometers*)

Year	DHP	Hedjaz	Northern	Total
1938	100.8	13.0	4.7	118.5
1947	40.2	7.6	10.1	57.9
1948	38.8	7.5	5.2	51.5
1949	17.0	7.6	5.1	29.7
1950	11.2	5.4	5.3	21.9
1951	12.5	6.0	6.3	24.8
1952	13.4	10.6	5.8	29.8
1953	16.2	15.2	5.6	37.0
1953 as % of 1938	16.0%	116.7%	119.3%	31.2%

C RAILWAY PROPOSALS

Conversion of Gauges

Several proposals aimed at unification of the rail network have involved the conversion of narrow-gauge lines to standard width. A 1907 project called for standard-gauge construction from Beirut to Rayak, with a 5,360-meter tunnel near Hammana, at a cost of 61 million gold francs. Rejected because of its expense, this scheme was revived in 1932 in connection with a proposed electrification. A similar scheme, but with a shorter tunnel (3,985 meters), envisaged a standard-gauge line from Beirut to Damascus, whose cost today would be at least £L 140 million.

In 1945 the Syrian government studied the possibility of adding a third rail to the narrow-gauge line from Rayak to Damascus and found the cost to be £S 18 million to £S 23 million. An alternative Damascus-Homs railway through Syrian territory, via Kariatein and Forqloss, was esti-

14:International Bank S-5(1954)1955 MD1 Syria MD1

RAILWAY TRANSPORT IN SYRIA

14:International Bank S-5(1954)1955 MD1 Syria MD1

on Ports in this Annex) are no less essential to a solution of the east-west transportation problem than they are to improvement of the farmer's marketing position.

Comparative Cost of Rail and Road Transport

In the specific case of transport across northern Syria, we have tried to determine the comparative cost to the economy of road and rail transport in terms of depreciation of the capital investment, maintenance, fuel and supplies. Depreciation on railway rolling stock has been figured on the basis of 30 years' life, on motor vehicles on the basis of 7 years' life. No allowance has been made for depreciation of the investment in permanent way for the projected railway because the life of the rail roadway may be considered virtually indefinite with normal maintenance and renewals. (The latter are included under "Maintenance" in Table 5.) We have assumed, however, that with the development of heavier and speedier motor vehicles, a highway would be obsolescent within 30 years and require complete reconstruction. As already indicated in the mission's Main Report, we have assumed a freight movement of about 700,000 tons from Jezireh to Aleppo, of 150,000 tons from Aleppo to Jezireh, of 500,000 tons from Aleppo to Latakia and of 250,000 tons from Latakia to Aleppo. Of this total traffic of somewhat over 400 million ton-kilometers annually, a new railway might be expected to carry about two-thirds. The comparative investment would be about £S 170 million, including £S 24 million for rolling stock, for a railway and perhaps £S 97 million, including £S 40 million for some 800 12.5-ton trucks, for road transport.

Table 5 shows the results of our calculations. They leave no doubt that rail transport would be much more economical than road transport. The estimates are, of course, subject to a margin of error; and the annual savings in costs might best be stated within a range of £S 15 to £S 20 million.

The real question, however, is whether this saving, which is equivalent to an increase in real national income, is sufficient to justify the additional capital investment required by a railway. We have previously estimated this difference in capital cost at £S 73 million. The actual difference, however, is likely to be greater. Even if a railway were built, it would still be necessary to undertake some investment in roads, not only for the construction of feeder roads for the railway, but also for the improvement of existing main routes. The alternative is not rail investment or road invest-

14:International Bank S-5(1954)1955 MD1 Syria MD1

ment but investment in a railway plus some roads or an investment in roads alone. On this basis the first alternative is likely to require a capital outlay of around £S 100 million more than the second.

An amount of £S 100 million could only be found at the expense of other development projects, and probably, in particular, at the expense of irrigation projects which also require much capital. In our opinion, an equivalent investment in irrigation works is likely to contribute almost

TABLE 5 Annual Cost to the Economy of Rail and Road Transport

(*Thousand £S*)

	Rail	Road
Depreciation		
Roadway	—	1,900
Rolling stock or vehicles	800	5,714
Maintenance		
Rolling stock or vehicles	1,484	8,200[b]
Roadway	2,380[a]	700[c]
Fuel and oil	600	5,590[d]
Total	5,264	22,104

[a] Including renewals.
[b] Calculated at 17 piasters per vehicle-kilometer.
[c] Calculated at £S 1,000 per kilometer.
[d] Calculated at 19 piasters per vehicle-kilometer.

£S 30 million to national income. Moreover, the increase in primary output as the result of this investment would also bring about an expansion of income in the commercial and transport sectors of the economy which might well be between £S 10 and £S 15 million. Thus the total direct and indirect contribution to national income might reach £S 40 to £S 45 million. It seems to us therefore that the capital investment required for a railway would yield much higher returns to the economy if it were employed for irrigation. In other words, the mission could have found place for a railway in the development program it has recommended only by eliminating a substantial part of the proposed outlays on irrigation and reclamation. A program so altered would have made a smaller total contribution to the economy and was rejected for that reason.

There is still another, though secondary, reason for preferring a road

14:International Bank S-5(1954)1955 MD1 Syria MD1

program to a rail program as a solution of the Jezireh's transport problem. In the case of a railway all the investment funds would have to be furnished by the government, for private capital in such magnitude will simply not be available. On the other hand, private investment is and will be available for truck transport, so that government investment can be confined to road construction. In a country where it is difficult to transfer private savings to public hands this is an important consideration.

The mission has noted a report that a foreign firm would be willing to build a railway on the basis of payments spread over a period of 10 years following completion of construction. It should be pointed out, however, that the contraction of a foreign debt for this purpose might well impair Syria's capacity to borrow for other projects. The mission's proposed development program has already assumed a certain amount of external borrowing. Thus the contraction of foreign credits for railway construction is unlikely to provide Syria with more resources for financing a development program than we have envisaged.

It is sometimes argued that the operation of a railway would require fewer imports on a continuing basis than road transport, and that this would be advantageous for Syria's balance of payments and would also make transport less subject to interruption of foreign supplies in the event of war. There is no doubt that fewer imports would be required for rail transport. However, the savings in foreign exchange thus achieved would be smaller than the foreign exchange earned by the agricultural commodities that could be produced on land which could be irrigated if the additional capital required for a railway were devoted to irrigation projects. Moreover, the fact that a railway would be relatively less dependent on foreign supplies would be an advantage in time of war only if Syria itself were not involved in hostilities; if the war extended to Syrian territory, railway transport would be more susceptible to interruption by bombing than road transport.

II ROAD TRANSPORT

A ROAD SYSTEM AND TRAFFIC DEMANDS

Distribution of Syrian roads by use and type, in 1953, was as shown in Table 6.

The number of motor vehicles in the country has grown about 3½

النقل والمواصلات

نقليات السكك الحجازية للركاب ، ١٩٣٨ ، ١٩٤٧ — ١٩٥٢

RAILWAY TRANSPORT OF PASSENGERS 1938, 1947 — 1952

499

Table No. 6

جدول رقم ٦

Year or month	عدد الركاب الكيلومتري بالالوف (Passenger — kilometers ('000)				السنة والشهور
	المجموع Total	ش ح ف (١) D.H.F. (1)	س ح ف (٢) C.F.P. (2)	ن ش (٣) N.R. (3)	
Year 1938	118,632	100,757	13,037	4,838	سنة ١٩٣٨
« 1947	57,927	40,220	7,560	10,147	« ١٩٤٧
« 1948	51,482	38,777	7,539	5,166	« ١٩٤٨
« 1949	29,715	17,000	7,626	5,087	« ١٩٤٩
« 1950	21,876	11,178	5,389	5,289	« ١٩٥٠
« 1951	24,825	12,504	6,023	6,298	« ١٩٥١
« 1952	29,782	13,391	10,562	5,829	« ١٩٥٢
« 1953	36,982	16,189	15,218	5,575	« ١٩٥٣
Months 1952					شهور ١٩٥٢
January	2,015	834	468	713	كانون ثاني
February	1,908	825	558	523	شباط
March	2,250	893	846	511	آذار
April	2,545	1,185	894	366	نيسان
May	2,022	834	837	351	أيار
June	2,125	1,054	675	396	حزيران
July	2,648	1,363	869	416	تموز
August	3,534	1,551	1,306	667	آب
September	3,008	1,691	1,301	616	أيلول
October	2,779	1,223	1,118	438	تشرين اول
November	1,979	977	745	257	تشرين ثاني
December	2,381	961	845	575	كانون اول
Months 1953					شهور ١٩٥٣
January	2,049	893	685	471	كانون ثاني
February	2,043	799	759	485	شباط
March	3,253	1,098	1,742	413	آذار
April	3,902	1,352	2,110	440	نيسان
May	2,549	1,361	1,122	396	أيار
June	3,084	1,515	1152	417	حزيران
July	3,026	1,667	1,045	312	تموز
August	4,197	2,022	1,546	629	آب
September	4,845	1,727	2,513	805	أيلول
October	3,016	1505	1,032	479	تشرين اول
November	2,357	1,070	896	391	تشرين ثاني
December	2,363	1,200	816	347	كانون اول

Source : Ministry of National Economy

(1) Damascus - Hama Railway Lines & Extensions

(2) The Hijaz Railways

(3) The Northern Railways.

المصدر : وزارة الاقتصاد الوطني

(١) سكة حديد شام ـ حماة وتمديداتها

(٢) الخط الحديدي الحجازي

(٣) الخط الشمالي

TRANSPORTATION

نقليات السكك الحديدية لسموم البضائع ، ١٩٣٨ ، ١٩٤٧ ـ ١٩٥٣

RAILWAY TRANSPORT OF ALL GOODS, 1938, 1947 — 1953

499

Table No. 7 جدول رقم ٧

Year or month	مدد الاطنان الكيلومترى (بالالوف) Ton kilometres ('000)				السنة والشهور
	المجموع Total	ش ح ح (١) D.H.F. (1)	س ح (٢) C.F.H. (2)	ن ح (٣) N.R. (3)	
Year 1938	138,560	102,769	15,769	20,022	سنة ١٩٣٨
« 1947	113,976	80,771	4,764	28,441	« ١٩٤٧
« 1948	117,512	77,731	12,588	27,193	« ١٩٤٨
« 1949	86,543	33,659	16,389	31,492	« ١٩٤٩
« 1950	115,788	52,549	20,364	42,855	« ١٩٥٠
« 1951	113,896	57,990	16,661	39,186	« ١٩٥١
« 1952	134,447	52,991	21,772	49,684	« ١٩٥٢
« 1953	130,440	51,757	23,406	55,277	« ١٩٥٣
Months 1953					شهور ١٩٥٣
January	12,281	3,948	1,807	4,526	كانون ثاني
February	12,690	5,108	2,858	4,733	شباط
March	8,933	3,472	2,578	2,883	آذار
April	5,787	2,721	1,703	1,663	نيسان
May	4,188	1,604	828	1,756	أيار
June	9,681	3,892	849	4,940	حزيران
July	14,338	4,874	1,144	8,320	تموز
August	12,357	4,832	1,564	5,951	آب
Septembre	10,092	5,174	1,467	3,447	أيلول
October	11,285	4,779	2,221	4,285	تشرين اول
November	12,038	5,269	2,536	4,133	تشرين ثاني
December	10,768	5,114	2,157	3,137	كانون اول
Months 1953					شهور ١٩٥٣
January	8,774	3,806	1,841	3,127	كانون ثاني
February	8,677	3,989	2,010	2,798	شباط
March	7,208	3,345	1,406	2,457	آذار
April	9,159	3,797	2,465	2,897	نيسان
May	9,016	4,756	1,841	2,417	أيار
June	11,586	3,505	1,607	6,454	حزيران
July	14,750	4,670	2,234	7,846	تموز
August	14,774	4,689	2,137	7,948	آب
Septembre	13,570	4,350	2,013	7,207	أيلول
October	13,197	5,819	3,200	4,178	تشرين اول
November	10,557	5,418	1,122	4,017	تشرين ثاني
December	9,192	3,731	1,530	3,931	كانون اول

Source : Ministry of National Economy

(1) Damascus Hama Railway Lines and Extensions

(2) The Hijaz Railways

(3) Northern Railways

المصدر : وزارة الاقتصاد الوطني

(١) سكة حديد شام ـ حماة وتمديداتها

(٢) الخط الحديدي الحجازي

(٣) الخط الشمالي

النقل والمواصلات

كمية البضائع الرئيسية المنحولة بواسطة الخط الحديدي الحجازي ، ١٩٥١-١٩٥٣

(بالأطنان)

QUANTITY OF PRINCIPAL GOODS TRANSPORTED BY THE HIJAZ RAILWAYS (C.F.H.)

1951 — 1953.

(Tons)

497

Table No. 8

جدول رقم ٨

ITEMS	١٩٥١ 1951		١٩٥٢ 1952		١٩٥٣ 1953		نوع البضاعة
	مجمل النقليات Total transportation	النقليات الداخلية Internal transportation	مجمل النقليات Total transportation	النقليات الداخلية Internal transportation	مجمل النقليات Total transportation	النقليات الداخلية Internal transportation	
Total	129,313	13,314	172,401	22,446	188,893	20,710	المجموع
Straw	488	211	668	330	3,003	1,759	تبن
Livestocks —	2,269	2,225	141	54	133	120	حيوانات
Grains	25,685	319	55,923	16,193	25,435	12,692	حبوب
Flour	15,085	4	22,650	8	38,772	13	طحين
Chikpeas and lentils	335	312	1,369	849	2,529	1,604	حمص وعدس
Vegetables and fruits	4,248	74	2,202	137	1,296	149	خضار وفاكهة
Military	1,287	1,287	3,231	3,231	2,462	2,462	عسكرية
Phosphate manures	4,910	15	17,039	4	26,712	—	نوسفات
Empties	139	70	1,167	136	835	149	دوارغ
Building Materials	24,963	4	19,730	26	33,586	43	مواد البناء
Colonial goods	—	—	4,900	—	—	—	مال قبان
Rice and sugar	15,256	—	10,236	—	10,144	—	أرز وسكر
Fuel oils	3,483	23	8,331	71	10,204	84	محروقات سائلة
Tools & implements	867	139	1,090	277	706	328	أدوات
Water	7,657	7,657	328	328	241	241	ماء
Misellaneous	22,661	974	23,402	763	27,400	1,016	بضائع مختلفة
Petroleum Company transport	...	...	...	...	...	...	نقليات لشركة البترول
Asphalt	...	...	...	...	4,244	...	اسفلت
Chemical fertilisers	...	...	...	...	1,190	1	سماد كيماوي

كمية البضائع المنقولة على خط حديد شام ـ حماة وتعديلها ، ١٩٥١ـ١٩٥٣

(بالاطنان)

QUANTITY OF PRINCIPAL GOODS TRANSPORTED BY THE D.H.P. RAILWAYS 1951 — 1953

(Tons)

Table No. 9 — جدول رقم ٩

ITEMS	الكمية المنقولة على الخطين العادي والضيق Quantity transported over the ordinary and narrow gauges			الكمية المنقولة على الخط الضيق Quantity transported over over the narrow gauge			نوع البضاعة
	١٩٥١ 1951	١٩٥٢ 1952	١٩٥٣ 1953	١٩٥١ 1951	١٩٥٢ 1952	١٩٥٣ 1953	
Total	587,626	478,136	415,623	131,435	161,764	166,252	المجموع
Cereals and seeds	79,109	111,508	59,113	23,631	52,755	13,114	الحبوب والبذور المختلفة
Flour, bran and burghul	16,012	30,606	36,273	15,579	22,428	31,733	الدقيق والنخالة والبرغل
Onions	11,157	8,808	13,112	1,872	2,819	2,766	البصل
Fresh fruits and vegetables	5,296	4,063	5,357	4,505	1,547	984	الفاكهة وخضار طازجة
Colonial goods	28,388	51,131	70,786	15,073	11,937	9,965	مال قبان
Fat, grease and dried meat	—	—	—	—	—	—	دهن وشحم ومقددات الخ
Apricot paste and apricots	—	—	—	—	—	—	قمر الدين وبزور المشمش
Cement and building materials	79,150	38,109	45,242	22,092	17,373	29,577	ترابة وأدوات البناء
Timber for building, boards and square cut	9,053	5,056	8,086	4,305	3,490	4,961	خشب البناء والواح ومواعيد
Products of tubes and iron rails	99,848	3,221	12,374	606	851	2,397	منتوجات انابيب خطوط حديدية
Machines and parts thereof	18,972	12,825	—	666	432	—	ماكينات وقطع ماكينات
Stones, tiles, sand and gravel	60	1,126	—	—	120	—	احجار وبلاط ورمل وبحص
Wool, hides and skins	4,170	5,408	2,947	280	81	2	اصواف وجلود
Cotton	1,828	1,010	978	60	10	256	قطن
Hay and straw	1,096	4,594	10,996	405	511	2,962	تبن وقش
Fuel oils	76,849	77,140	89,089	1,350	970	2,179	محروقات سائلة
Salt	—	—	—	—	—	—	ملح
Dates	22,700	16,806	2,075	2,322	1,535	282	تمر (بلح)
Liquors	123	133	—	8	7	—	مشروبات
Fire wood	—	—	—	—	—	—	حطب
Living animals	36,890	30,915	37,520	4,920	1,020	1,285	حيوانات حية
Other items, including Army supplies	66,924	74,586	81,645	33,761	43,878	63,783	مواد اخرى ومسكوبة

النقل والمواصلات

497

كمية البضاعة المنقولة على الخطوط الشمالية ، ١٩٥٠ — ١٩٥٣
(بالطن)

QUANTITY OF GOODS TRANSPORTED BY THE NORTHERN RAILWAYS, 1950 —1953
(Tons)

Table No. 10 جدول رقم ١٠

ITEMS	١٩٥٠ 1950	١٩٥١ 1951	١٩٥٢ 1952	١٩٥٣ 1953	نوع البضاعة
Total	351,757	299,576	369,719	407,739	المجموع
Wheat	211,549	121,748	186,087	224,931	حنطة
Barley	29,326	14,441	44,891	72,495	شعير
Flour	852	890	1,032	1,049	طحين
Grains	1,533	7,609	7,641	3,153	حبوب
Rice	1,275	667	312	1,074	ارز
Dates	13,550	57,277	3,651	14,065	تمر
Dried or conserved fruits & vegetables	—	275	1,340	1,514	خضار وفواكه يابسة او محفوظة
Salt	1,271	1,706	2,325	1,282	ملح
Soap	801	1,140	1,190	1,169	صابون
Animals, alive	25,329	24,763	13,998	18,728	حيوانات حية
Wool	4,792	3,008	3,261	1,909	صوف
Cotton	1,155	1,779	1,636	1,603	قطن
Textiles	1,265	2,002	2,277	3,212	منسوجات
Leather	1,330	1,016	1,090	895	جلود
Pipes	1,922	2,038	932	338	انابيب
Building Materials	3,263	2,719	5,066	3,480	مواد بناء
Tools	4,165	4,085	4,387	4,724	ادوات
Agricultural implements	1,604	1,656	3,306	3,113	ادوات زراعية
Cement	2,002	2,323	2,326	1,114	ترابة واسمنت
Coal	21,060	19,358	22,964	30,176	فحم معدني
Charcoal and wood	2,716	2,193	326	214	فحم وحطب
Fuel oil	6,665	5,750	10,282	11,295	محروقات سائلة
Military transport	217	218	1,272	220	تنقلات عسكرية
Other items	14,015	20,915	48,127	5,776	« مختلفة